NEW-YORK, WEDNESDAY, AUGUST 20, 1879.

DAMAGE BY WIND AND RAIN

CREAT VELOCITY OF THE WIND-HEAVY FALL OF RAIN-THE VIRGINIA COAST AND THE CITIES OF NORFOLK AND PORTSMOUTH HEAVILY VISITED-BOT WEATHER TO FOLLOW.

The last vestige of the recent storm passed over Maine yesterday. The velocity of the wind at some points on Monday was very and the rainfall almost without precedent. On the Virginia coast the damage was heavy, and the cities of Norfolk and and several schooners were driven ashore, Crops on the eastern coast of New-England suffered injury. The damage to railroads in the vicinity of New-York is less than was at first believed. The temperature in Kansas is high, and warmer weather is promised in the

AFTER THE STORM. AS UNPRECEDENTED RAIN STORM-WARM WEATHER

PREDICTED-CLEAN STREETS. The tail of the recent heavy rain storm paid its

respects to Halifax, Nova Scotia, and St. John, Newswick, vesterday afternoon and evening, the storm centre after leaving Eastport, Me., having passed out to sea. At Eastport the wind attained a John sixty miles. At Halifax it was forty miles, The amount of rain which fell at Boston during twenty-four hours was five inches, and the fall was very great all along the coast. At Wilmington it mal Service Office in the Equitable Building said last night: "The storm was an extraordinarily severe one for this time of the year, and the rainfall at Wilmington is almost unparalleled. It is probably owing to the warnings of the Signal Service twenty-four hours in advance of the storm that greater damaged was not occasioned along the

At Keokuk, Iowa, a heavy rain was falling dur-At Keckuk, Iowa, a beavy rain was falling daring the day, and in the far West there was a considerable barometrical depression, which may develop a storm centre. There is a chance that it will
be dispersed in the Lake regions, and not reach the
Atlantic coast. The temperature has risen in the
West, the mercury standing at 90° in Leavenworth,
Kansas, yesterday. The warm wave is moving
castward, and very warm weather may be looked
for here in about two days.

SOME OF THE EFFECTS OF THE STORM.

The most noticeable effects of the storm in the city yesterday were the clean streets and pure atmosphere. From all around came reports of damvessels reported missing sails and spars, but no The quarantine steamer Nelson K. Hopkins was struck by a gale when off Bay Ridge, on Monday afternoon, and had a narrow escape from going to the bottom of the bay with about 120

from going to the bottom of the bay with about 120 persons, passengers from the steamer Saratoga, and her crew on board. Of the Sound steamers the Massachusetts was the only one which arrived yesterday. The others were not allowed to start. The Massachusetts had a very stormy and hazardous trip, and reached the city with her port paddle-wheel guard damaged for a number of feet.

The passengers of the City of Dallas from Jacksonville, Fla., at a meeting held on board ship yesterday adopted resolutions expressing their appreciation of the skilful manner in which the ship was handled by her commander, Captain Chester, and his officers during the severe storm of Monday the 18th. This storm, which occurred in latitude 37° 15', long inde 74° 45', was one of the most severe known on the coast for many years, and for some hours became a hurricane from which, after the loss of sails and after shipping several seas, the ship with all on board were brought safely into port.

During the height of the storm the great milldam at Patchogue, Long Island, broke away. The water spread over the surrounding country, uproofing trees and filling the cellars of many houses past which the flood rushed with great violence. The loss was estimated at \$6,000. The bed of the Southern Railroad and the bridge over the creek were washed away, and travel over that part of the road is in consequence suspended. The repairs will require several days and the loss will reach \$2,000 was washed away, but no material damage otherwise resulted. The schooner William Betts, from Haverstraw, with brick, anchored in Hempstead harbor, and afterward parted her chains and ran ashore near Glen Cove.

THE TEMPEST AT CAMP MEETING.

The storm created great havoe among the tents on the camp-meeting ground at Ocean Grove. Forty or more were blown down, and in some instances were carried bodily out to sea. There were no serious accidents to persons, and the shelterless ones, numbering over a hundred, were provided for the numbering over a hundred, were provided for the night with quarters in the Tabernacle, by President Stokes. Yesterday the scattered clothing, bedding and other articles were gathered up, and order was brought out of chaos. The loss at the Grove is estimated at \$20,000. A break in Wesley Lake was occasioned by the swollen volume of water, and much damage was done to pleasure boats and to the banks of the lake. The Children's Home, of Philadelphis, situated at the Grove, was injured, and many fences and outbuildings were destroyed. The storm was the severest there, it is said, since 1872.

SMALL DAMAGE TO CONEY ISLAND ROADS. On Monday night, with their roads covered with the washings of cuts and sinking at some of the fillings, the managers of the Manhattan Beach and Sca Beach Rathroads magnified their damages to Sea Beach Railroads magnified their damages to thousands of dollars. Yesterday, with daylight, sanshine and a hundred or so shovels, these thousands shrank to hundreds and all their fears vanished. An inspection of the Bay Ridge section of the Manattan Beach Railroad yesterday, showed that it had been very slightly affected by the storm. Its north track, between Bay Ridge and Bath Junction, had been covered at several points by sand and oam washed in from the cuts or at the archways under the several avenues. The largest "washin" was at the summit, near where the toad passes ways under the several avenues. The largest "washin" was at the summit, near where the toad passes under the new bridge of the Sea Beach Road. Some of the filling from the ends of this bridge ran down upon the track, covering it with mud and water. The trains stopped running on Monday night after mightfall only because it was impossible to see what danger was ahead. By 11 o'clock yesterday morning all the debris had been shovelled from the north track, the guiters were cleared out and trains were ranging on both tracks.

ranning on both tracks.

The worst "wash-in" on the Sea Beach Road was at the archway under Fourth-ave. The work of filling in the avenue over this archway was in progress when the storm came, and the earth being progress when the storm came, and the earth being thrown in loosely was swept by the force of a flood of water from the gutters of the avenue upon the track beneath. On Monday night while the storm continued this sand and dirt was in a semi-liquid state, and the shovellers could not make any head against it, so the trains stopped running immediately after dark. Yesterday morning it was found that the track was covered with eighteen inches of dirt, but this was quickly removed. The only filling of any extent on this road hes between Hamilton-ave, and Bath Junction. Here there were the premonitory signs of a wash-out in the settling of the entire road-bed. A continuance of the storm a few hours longer would probably have swept this filling away. At the only out along the road with upright walls no damage was done during the rain, but yesterday morang a slight cave of the soaked day walls took piace. The earth that fell in was quickly thrown morning a shirt cave of the soaked chay walls took piace. The earth that fell in was quickly thrown out of the way, and no interruption of the trains occurred. Wherever the ties had settled, track hands were put on yesterday to raise and reballast them, and by night the whole road was better than it was before the storm.

The chief trouble on the Brighton Beach Road That the Proposed Park out where on Monday

was at the Prospect Park cut, where on Monday night the water covered the track to a depth of hearly two feet. When the ram ceased this quickly ran off or soaked into the ground, and some work was required to clear the track of the sediment it

ogether, the managers of the Long Island railroads had good reason to congratulate themselves on the slight damage done to their roads, which they now consider all the more solid for the soaking and settling process they have gone through.

SANDY HOOK TO CAPE HENRY.

WHARVES SUBMERGED AT NORFOLK, VA .- SEVERAL SCHOONERS WRECKED-WIDESPREAD DAMAGE.

NORFOLE, Va., Aug. 19 .- This vicinity has been visited by the severest rain-storm and tornado ever experienced. It moved from the southwest northwestward, commencing at 2:30 a. m., and reaching lings were unroofed and flooded, trees were uproofed shipping damaged, many vessels dragging dangerous position in front of the station. The

ashore. The Boston Steamship Company's warehouses have been severely damaged by the force of the wind. The wharves all along the river front have been submerged, and many of the warehouses flooded. The tide was higher than it was ever be fore known; the vicinity of Water-st. was only accessible by means of boats; the sight being one unexampled even to the oldest inhabitant. The handsome spire of the Freeman Street Baptist Church was blown down, fortunately without damage to the surrounding property. The slating of Christ Episcopal Church was torn off, and the cornice and steeple ornaments of St. Mary's Catholic Church suffered severely, while the beautiful grounds of Portsmouth experienced the full violence of old St. Paul's are desolated, and the old trees torn the gale. Vessels at sea suffered severely, and switched so as to be barely recognizable. In every direction, rums of buildings, vessels, trees, etc., are to be seen, and the destruction to shipping along the coast must have been very great. In the cemeteries the effects of the storm are plainty visible. In Cedar Grove about one hundred and fifty

trees being blown down, The schooner A. M. Bailey, laden with lumber and bound for Philadelphia, lost both her anchors and a portion of her deck-load while in Hampton Roads. She arrived in the harbor yesterday atternoon, having been griven up by the storm. The schooner Mary velocity of sixty-seven miles an hour, and at St. having encountered the storm off Sewell's Point, where she managed to remain at anchor, although her decks were repeatedly swept by tremendous seas. She dragged her anchors for a considerable distance. She lost all her deck cargo during the reached in twenty-four hours the enormous quantity storm. Captain Camp reported a schooner and a ef eight and one-half inches. Dr. Doniauser, at tug-boat ashore at Tanner's Creek. The Fisher was the first vessel to arrive after the storm.

planted in 1832. Elmwood, more recently estab-

lished, with trees of a younger and more vigorous

growth, did not suffer proportionately, only thirty

The steamship John Hopkins, Captain Hallett, which arrived at her wharf this morning at 7 o'clock from Boston, encountered the storm yesterday at 1 from Boston, encountered the storm yesterday at 1 p. m., when about twenty-five miles off Chineoteague. The wind at this time was blowing heavily from the southeast, with a tremendous sea on. The wind suddenly shifted to the northwest, when the vessel encountered a cyclone, causing the sia to wash over her and fill her main deck with water. The first sea which she shipped came over the porahow and smashed the glass out of the windows in the pilot-house, and swept everything before it. The rain was time pouring in such torrents that it

bow and smashed the glass out of the windows in
the pilot-house, and swept everything before it.
The rain was then pouring in such forcents that it
was impossible to see twenty feet beyond the bow
of the vessel. Another sea, which washed over her
hurricane deck, swept one of the large metallic
boats from its position and lodged it on the top of
the first officer's cabia. During the storm the
barometer on the Hopkins fell to 28-9. A porison
of the eargo of the Hopkins fell to 28-9. A porison
of the eargo of the Hopkins is damaged by water,
but to what extent is unknown.

The schooner Ann Turner, for Baltimore, slipped
her aschors and was un ashore to save the vessel
and cargo. The schooner General Torbert, from
Petersburg from Phitadelphia, with lumber, lost
bota anchors and chains and went ashore on Craney Island. The schooner Mary Emily, of this
port, lost her anchors, chains and suri-boat, and
nad her sails split. The schooner Andrew Nevvinger, from Georgetown, D. C., with coal for Gardiner, Me., lost her bowsprit and damaged her
spars and came here for repairs. The steamer Carolina passed at the mouth of the Rappahannock
River the bark Umbra, with all her masts gone.
A tug was sent to her assistance. A three-masted A tug was sent to her assistance. A three-masted schooner, name unknown, is ashore off Windmill Point, and a three-masted schooner, bottom up, was passed in Hampton Roads. The steamer Resolute, of the Baker Wrecking Company, which went ashore on Ferry Point, is broken in two.

THE CROPS INJURED CONSIDERABLY.

The damage to the crops by the storm is considerable. Young corn is said to be very much in jured, while that planted early in the season is in better condition. Pears and apples have all been blown from the trees, and many of the trees were prostrated. Joseph Guy, who lives near Indian Poil Bridge, has not a single pear left on his trees. IN AND AROUND CAPE HENRY.

The steamer Accomack arrived at her wharf at the usual hour this morning from Hampton, and reports that the storm was very severe in that quarter. A portion of the tin roof of the Hygeia Hotel was blown off, causing the building to be damaged by the rain which poured in. Nearly every vessel at anchor inside of Hawkins's Hole dragged and went ashore. The pilot-boat Phantom slipped her cable and went to sea, not being able to hold on inside the hole. She was halled at sea last night by one of the Miryland pilot-boats and sup-plied with anchors and chains. She returned to the roads this morning. A brig is reported ashore near Wolftrap lightboat with her foretopmast gone at the cap, maintenmast entirely gone and all her sails blown away. The keeper of Craney Island Lighthouse lost one of her boats during the storm, high thouse lost one of her done to the power while the second boat was so badly stove as to be unfit for use. In Naosemond County fruit trees were blown down, and porches, barns and buildings of all kinds were completely demolished. The destruction of property in Princess Anne County was very great, all the fruit trees as far as heard

was very great, all the fruit trees as far as heard from being prostrated.

The American brig Northern Star has been anchored abreast of Cape Henry since 3 o'clock on Monday afternoon, with foremast gone and apparently leaking, as the men are seen constantly at the pump. The British bark North Carolina, in ballast, ran ashore at 9 a. m. on the 18th near Station No. 4. She is high and dry on the beach. The captain and crew, seventeen all told, were landed safely. The gale at Cape Henry was terrific, blowing out some of the kind on record.

A PORTSMOUTH WARRHOUSE DESTROYED.

In Portsmouth the water front of the city was overflowed by the rush of the tide and great damage resulted. The wharves were submerged and many of them completely destroyed. Vessels and boats were driven from their moorings and beached. The centre of the city seemed to catch the greatest force of the gale, particularly along the greatest force of the gale, particularly along High-st., from the car-shops to the foot of the street, a distance of a mile. Buildings were unroofed in every direction, and the Rying déoris went dashing through the air falling in every part of the city. The extensive warehouse of Peters & Keed was completely destroyed and the new foundry shops of the Scabbard Road were blown down. The Cathelic Church was badly inflared and the City Jail unroofed. Over one hundred and fifty buildings were damaged. At the Navy Yard there was a great deal of damage done and a general suspension of work occurred. The roof of the Marine Barracks was blown off. The steam dredge and pile-driver were beached, and the receiving ship Franklin was forced from her moorings and grounded. The sea wall of the Naval Hospital was washed away and extensive damage was done the beautiful grounds. The city presents the appearance of a wrecked town, and the effects of the great storm will long be remembered by those who witnessed it.

OLD TREES THROWN DOWN AT FORFRESS MONROE. FORTRESS MONROE, Va., Aug. 18 .- The storm did not develop its strength until about 7 o'clock this morning, up to which time only 90100 of an inch of rain had fallen, and the gale was moderate. At this hour, however, the wind backed a point or two to the northward, and blow at a fearful rate, while the rain descended in terrents. By 11 o'clock the barometer stood at 29.20, the lowest ever observed here, and the storm had assumed the proportions of a tornado, carrying before it trees, fences and everything not securely fixed. The immense quantity of rain that iell-measuring five inches from 7 a.m. to 2 p. m.-had softened the ground to such an extent that the shade trees in the fort and about the grounds fell an easy prey, and went down by hundreds before the blast. Even the tough and bardy live oaks which adorn the parade ground did not escape, and had many of their branches broken and twisted off as if they had been reeds.

THE LOUISE WEATHERBEATEN. BALTIMORE, Aug. 19 .- The steamer Louise, from Roanoke River. N. C., reports that she encountered a strong northeast gale on the 18th inst., forenoon in Chesapeake Bay, shipped a heavy sea, and after getting up to James Point was obliged to throw overboard part of her cargo, about 30,000 shingles and 300 bushels of wheat, and put back to

shingles and 300 bushels of wheat, and put back Patuxent River to save the steamer from sinking. SCHOONERS ASHORE-YACHTS DAMAGED. WASHINGTON, Aug. 19.-The Signal Corps Station at Lewes, Del., reports to the Chief Signal Officer at 9 a. m. as follows: The two-masted schooner Ellis M. Ridgeway, Captain Cross, of Bridgeton, N. J. is reported to be ashore at Reheboth. She has a cargo of brick, and lies well up on the beach. The

crew deserted her in a boat at 6 p. m. yesterday. The boat capsized, and the sea washed the men ashore in an exhausted condition. The captain refused to leave his vessel. Life-saving Grew No. 4 ran a line out to her and remained on duty all night. The vessel is all right this morning; the sea is high. At 4 p. m. the schooner Flora Curtis, of Perth Amboy, N. J., was blown ashore. The life-saving crew hauled a life-boat to a point opposite the wreck, but could not get to the schooner, the surf was running so high. The crew remained in the rigging until 3 a. m., when they were rescued by the life-saving crew. All yachts are damaged; four were sunk and one carried to sea.

SUNK BY AN OCEAN STEAMER.

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PHILADELUHIA, Aug. 19 .- A special from Wilnington, Del., says: "During the storm on Delaware Bay yesterday, a large three-masted schooner was run into and sunk by an ocean steamer bound for Philadelphia, while off Newcastle. The name of neither boat could be learned. It is feared that some of the schooner's crew were lost, as she went down in four minutes, and the sea was running high. The schooner Tracy, from Philadelphia, bound north, coal-laden, went ashore near Fishing Creek, eight miles north of Cape May. She is full of water."

MANAHAWKIN, N. J., Aug. 19 .- During the fleree storm along the coast yesterday, three vessels were driven ashore on Long Beach, near Beach Haven, N. J., all of which will be total losses. The names of two of them were the Emblem, Captain N. Baker, from Beaufort, N. C., loaded with melons for New-York; the Emily D. Blew. Captain Moore, loaded with melons. The name of the other vessel is unknown. The captain of the Emblem states that he never experienced such a severe storm; his vessel has gone to pieces, and neither he nor his men saved anything but the clothes they wore when they landed. Captain William Crane and his boys saved two men, the life-saving crews not being on duty. from Beaufort, N. C., loaded with melons for New-

LOSSES ON THE NEW-ENGLAND COAST, FOUR SCHOONERS ASHORE AT HYANNIS-CROPS DAMAGED AROUND BOSTON.

Boston, Aug. 19.—Considerable damage was done by the storm last night along the New-England ast. A yachting fleet at South Boston was badly used, most of the vessels being injured in some way, many seriously. At Portland, Maine, several yachts and schooners went ashore or were sunk. Other towns along the coast report a long list of disasters towns along the coast report a long list of disasters to local craft and property. The severest storm and highest tide for years is reported from Hyannis.

The American schooner Hannah Willets is ashore on the west side of the harbor with 250 tons of coal. The American sloop Lottie B. is also ashore. She now hes high and dry. The American schooner G. W. Whitsiler, Captain Burgess, is likewise stranded. She struck at 9:30 p. m. on the 18th inst, in a southeast gate; she was bound from Boston to New-York. She has no cargo. She will probably not come off. Cousiderable damage to farmers in this vicinity is reported,

this vicinity is reported. A dispatch from Cottage City (Martha's Vineyard) says a hurricane last night swept away all the boat piers and did considerable other damage in that vicinity. The narrow-gauge railroad was

NEWBURYPORT, Mass., Aug. 19 .- This vicinity has not experienced a more severe storm for ten years than the one early this morning. The wind, blowing a hurricane, scattered twenty small boats, badly wrenched a steamer and some schooners in the harber, and destroyed four yachts. One of these be-longed to Haverhill, another to Gloucester, the other two were owned here. Fruit was stripped from the trees, and fences, signs and awnings blown down. Sad havoc was made among the tents at the beach, several being blown into the sea.

GLOUCESTER, Mass., Aug. 19.—Several vessels dragged ashore in the heavy wind last night. The schooner George B. Trigg struck on Black Rock, and the schooner Lezzie and Pilot Boat No. 7 on the Neck, but were taken off by a tug. The schooners George Ciark, jr., and Triton are ashore on Rocky Neck, but will probably get off with slight damage. The schooner Mary Lizzie, of Westport, Mc., remains ashore on the Neck. MANY SAIL-BOATS SUNK.

PROVIDENCE, Aug. 19-The gale at midnight was very severe on this bay. At Newport twenty to thirty sail-boats are sunk or damaged. The yacht Wanderer, of the New-York Yacht Squadron, parted both chains at 1:30 a. m., and dragged ashore in the lower part of the harbor, near Lime Rock. The yacht Muriel, of the same squadron, also went ashore near the Wanderer, but both have been hauled off by a cutter. The steam yacht Experiment, of Boston, sank at her wharf. The yacht Pilot and another Newport yacht also sank at the wharf. The American, Pathfinder and Jennie, of Newport, went ashore last night at Gooseberry Island, and have

become a total loss.

The steamers Newport and Bristol arrived from New-York at Newport nearly on time this morning. The Old Colony and Providence remained there all night, starting out soon after daylight this morning.

DAMAGE DONE IN THE DOMINION. FREDERICTON, N. B., Aug. 19 .- A heavy rain and wind storm prevailed here during the night, which increased to a gale this morning. The sheet iron roof of Robert Wiley's brick building was torn off and carried away. Signs were blown down, trees uprooted, and the crops suffered considerably.

CRIMES AND CASUALTIES-BY TELEGRAPH.

MURDER BY A COLORED MAN.

BALTIMORE, Aug. 19.—In the northwestern section of this city, at noon to-day, Frank Boyden, colored, shot and instantly killed his wife Susan.

nd instantly Rilled his wife Susan.

MURIDERED FROM JEALOUSY.

NEW-HAYEN, Cohn., Aug. 19.—Charles Pierce ras murdered in tha city last night by Jacob Emith. Both recolored men of middle age. Jealousy was the cause of the

LACHINE, Can., Aug. 19.—Last night the propeller city of St. Catharines ran aground in Lake St. Loois, two miles above Lachine, and sunk in five minutes. She is loaded with ralload from. SMALL-FOX RAVAGES IN CANADA.

SMALL-FOX RAVAGES IN CANADA.

QUEBEC, Aug. 19.—The small-pox of a undignant type has broken out at Lame 8t. Jean on Saquen, and is raging very badly in the district, which is wholly devoid of medical assistance. A physician has been ordered there.

A NEWARK SCHOONER SUNX.

WILMINGTON, Del., Aug. 19.—The schooner John E. Hurst, of Newark, N. J. from Philadelphia for Newmarket with onl, struck the steemer Camden off Newcasile yesterday, and sunk in a few momenta. The crew was saved by the Camden.

KILLED ON A RAILROAD TRACK.

PITTSTON, Penn., Aug. 19.—George Sowders, six-y-years of age, of chicksdamp, Penn., while walking on the tack of the Lackawanna and Bioemseurg, italized last yening, was struck by a coal train, and received injuries which proved fatal an hour afterwards. ridch proved fatal an hour afterwards.

PATAL RESULT OF A LEAP FROM A STEAM-CAR,
MIDDLETOW'S, N. Y., Aug. 18.—John Menshull,
master mechanic of the New York and Oswego Midland flatond, died at East Branch Station, Delaware County, this
merring, from the injuries received at that place on the 19th
met., by jumping from a steam-car to avoid a collision.

nst., by jumping from a steam-car fo avoid a collision.

MURIDENED BY A FURIOUS WOMAN.

TROY, N. Y., Aug. 19.—Mrs. l'atrick Harmabroy and an alterestion with Mathew Buffy in her salcon, at the orner of Mili and Washington-sis, last evening, in the course it which she struck into over the head with the rung a chair, afficulting injuries from which he died at 1 o'clock this morn-

LANCASTER, Penin., Aug. 19.—A misplaced switch cannot an accident tills morning to the Atlantic express at Billervine, on the Peninsylvania hair ad. The engine, tender, barrage car, two Adams corress cars and a peach car were wreeked, the engine being thrown into the ditch. No me was injured. GENUINE STILL HUNT IN PENSYLVANIA.

A GENUINE STILL HUNT IN PENSYLVANIA.

PITTSTON, Fenn., Aug. 19.—a raid was mind yesterday by Collector Mercur, of Towanda, and his posse njoet
an illied tastilery, near Forkston, in the Lackwoods of Wy
oming clounty. Apollis Ferries was arrested, but several o
the "Moonshiners" oscaped. The officers captured a stiland a quantity of whisaey.

and a quantity of whisacy.

PUGILISM IN SAN FRANCISCO.

SAN FRANCISCO, Aug. 19.—The Mct leilan-Donovan hard giove fight, for \$1,000, came off at Plant's Hall hat night. There was a large crowd in attendance, Mcticlian was apparently improving over bonovan, when, at the composition in the money found round, the referes declared the match a draw, neither man having any decided advastage.

EFFORTS TO SAVE LATRIMOUILLE.

ALBANY, N. Y., Aug. 19.—Latrimouille, who is to be exceeded, near chose last April, has grown serious, caim and resigned to his fate. Both Justices Bockes and Westbrook have refused a new trial. Governor Robinson will be saked to give reprieve until application can be made to Judges in New York.

FATAL ACCIDENT ON THE PLOYER.

IN New York.

PATAL ACCIDENT ON THE HOUSATONIC.

BEIDGEFORT, Conn., Aug. 19.—To-day a wagon containing six persons was precipitated from a rotten bridge over the Housatonic River at Stockbridge, Mass. Somers Benjamin, of South Egremont, twenty-two parts of say, was taken from the water dead. Aggle Ronald and Fannie Miller, of Thompsonville, were badly hurs; the others were only slightly injured. A WIFE-MURDERER COMMITS SUICIDE

TWO FALLS AT SARATOGA.

LAKE SHORE AND GOVERNOR ROBINSON. HOW SPECULATING POLITICIANS HAVE SUFFERED

IN STOCK OPERATIONS AND OTHERS HAVE BEEN DISAPPOINTED IN WIRE-PULLING-GLOOM CAUSED BY THE LAKE SHORE TUMBLE-THE PROSPECTS OF GOVERNOR ROBINSON'S RENOMINATION GROW-ING LESS-HIS FRIENDS NOT STEADFAST.

The recent fall in the price of Lake Shore Railroad stock, according to a correspondent of THE TRIBUNE at Saratoga, has had the effect of causing heavy losses to some of the sojourners at that thronged watering-place. It is also asserted in some quarters that Governor Robinson's strength is waning, and that there is a probability that he will not be renominated by the Democratic State Con-

SPECULATION AT THE SPRINGS EFFECTS OF OVER-CONFIDENCE IN RAILROAD SE-

[FROM A SPECIAL CORRESPONDENT OF THE TRIBUNE.]

CURITIES-THE LATEST RIPPLES IN THE POLITI-

Saratoga, Aug. 19,-There have been two falls within a few days which have fluttered sadly some of the politicians at Saratoga. One was the recent drop in the quotations of Lake Shore shares; the other is the decline in the estimate of Robinson stock in the Democratic State Convention. The The excitement had run high; the demand for the stock had been very active; orders to buy showered in on New-York from Saratoga; reports, confidently asserted to be "inspired," that New-York Central would lease Lake Shore were freely circulated; the speculators who are admitted to the outer edge of the circle of Mr. Vauderbilt's ac-quaintances fancied that they were deep the secret of his plans, and plunged in boldly; all were hilarious and joyously expectant; the "point" went around that Lake Shore was to go up to par. Suddenly there came a change. A casual observer would have thought that a funeral was at hand in the United States Hotel, the headquarters of the operators. Indeed, there was gloom enough in the air to furnish forth a dozen funerals. Among the saddened losers were several men who

ombine the chase of the bull and the bear with the pursuit of politics. Conspicuous among these was one well-known Congressman, who is rumored to have lost \$30,000. Rumor may have put the figures far too high, as she may have made an overestimate in putting the amount of his previous gains in stocks this year at \$60,000. The Conressman has been living in much splendor here, and driving out to the lake in dashing style behind a costly pair of horses. His lavish expenditure has presumably been the result of Wall-st. sucsses, for he inherited no ancestral wealth except his name, and politics has been his only profession. He is not taxed on a large area of real estate anywhere, his title-deeds being where his office was once described to be by the opposing counsel in a lawsuit against him-" in his hat." This Congressman had a chastened air for a time after the fall in Lake Shore, and went about softly. He did not seek the side of Mr. Vanderbilt, as of yore, eager to catch the words of wisdom that might fall from his lips. Indeed, he is reported to have declared with some vehemence that his guileless innocence had been duped by the millionaire. However that may have been, his mercurial spirits, the happiest heritage of his race, soon reasserted themselves, and he was once more smiling and cheerful. Even an unsuccessful attempt at the club house to make the roulette ball enter the little square numbered "8"-an attempt which cost him \$1,000 in a few minutes-did not dash his good humor.

FALLING OFF IN GOVERNOR ROBINSON'S STRENGTH. Though the keenest observers note "a falling market" for Governor Robinson's political securities, there has been no such headlong descent in his case as in that of Lake Shore. His partisans, and some well-informed politicians not his partisans, say that if he insists on holding his ground and demands a renomination, he will get it. They say he will surely have a majority of the delegates in the convention. But it is generally believed here that within a short time there has been a growing desire for conciliation among the friends of the firm of yacht Junietta, of Providence, dragged afoul of the yacht Undine. Both were badly damaged. The shade and fruit trees on the island suffered severely. The fishing schooners Native Saratoga for the convention is mentioned as one of the many signs of this. The Tammany men here say that this is a proof of weakness, and assert that the victory was really with them at Niagara. Though a majority of the State Committee went into the Tilden-Robinson caucus, they claim that two of that majority could not be depended upon; and that these two would have shown their hands if there had been any fight over the place of the convention, or if there had been an effort to bind the members of the committee by a resolution to support the nominee, whoever he might be. They claim, also, that these two will disclose their real position at Syracuse, and by their action place the temporary organization of the convention in the hands of the Anti-Robinson men. But they refuse to reveal the names or local habitations of the secret, dark and

mysterious two.

This claim finds no believers outside the ranks of Tammany, and the impression that Governor Robinson's fortunes are waning has other basis than this. Before the meeting at Ningara appeals were made from all parts of the State to members of the State Committee to avoid a rupture. A desire for conciliation was widely expressed. The Tilden-Robinson branch of the party has been stirred to the importance of carrying the State. There has been a suspicion that Mr. Tilden had contemplated without grievous aiarm the possibility of the defeat of Governor Robinson if renominated. If the Republicans should win this year, he would pose before the Democratic party, and, striking his breast, cry out, "Behold the only man that can save New-York next year!" But a doubt seems to have obtruded itself into the Gramerov Park councils. A fear that Mr. Tilden's assertion of ability to snatch New-York as a brand from the burning might not be received with unquestioning faith by the party at large, if he does not do some preliminary snatching this year, apof plan. Whether Mr. Robinson will be the best can to put up in the face of Tammany opposition has been seriously debated, and the answer seems to be inclining toward the negative.

TALKING OF CONTROLLER OLCOTT.

It is certain that Tilden Democrats here and Democrats elsewhere, whose remarks are quoted here, are not nearly so confident that the Democratic masses demand Robinson and will have no other, as they said they were a week ago. They say that if Robinson holds out for renomination the convention cannot refuse. But they suggest that se does not care for office, and if he becomes convinced that the chances of Democratic success are greater with another name at the head of the ticket he will readily withdraw. In that case they suggest that Controller Oicott might be put forward for the nomination, and would be preferred by Mr. Tilden and by Governor Robinson himself to any other man who has been named. Of course Tammany would vote for Olcott if he should be nominated, for Mr. Kelly has said plainly that Mr. Robinson is the only man whose nomination would cause a bolt. There has been a little talk of General' Slocum, of Brooklyn, within two or three days, but no one yet expects much result from it. It is not certain that he could get the undivided support of the Democrats of Kings County.

Tammany forecast does not tend to Olcott." John Kelly's followers profess to be not at all disheartened by the results of the Ningara Falls meeting, and declare more loudly than ever that Robinson is entirely out of the race. They say, however, that they expect that an understanding will be reached

before the convention assembles, and some man will be agreed to whom all can support. When asked who the man is likely to be they roll the name of Church as a sweet morsel under their tongues. Church is plainly their first They would be less enthusiastic over the Hon. Clarkson N. Potter for the highest place on the ticket, for they suspect him of a Tilden leaning. But then a ticket composed of Judge Church for Governor. Mr. Potter for Lieutenaut-Governor, and Homer A. Nelson, or some man of similar stamp, for Attorney-General, would please them, and they would not seriously object to the renomination of Mr. Olcott for the Controllership on such a ticket. Mr. Tilden, however, when such a ticket is brought to his attention, may smile a sad, sweet smile, and murmur, "Don't you wish you may get it?" That he is bent on the nomination of a man who will represent the Tilden-Robinson interests, even if ne thinks it necessary to success to abandon his intention of leading the ticket with the second member of his firm, is past question. That Tammany now talks of forcing Church upon him and geting his friends to consent to support Church in the convention shows the Tammany trait of overrating its own power and underrating that of its enemies in all its perfection. That trait has always been most conspicuous just before Tammany's most crushing defeats. That place on the ticket, for they suspect him of a Tilden

underrating that of its enemies in all its perfection. That trait has always been most conspicuous just before Tammany's most crushing defeats. That Church's nomination might come after a struggle in the convention is not impossible; that it should result from an understanding before the convention is extremely improbable.

One of the curious reports about the Niagara Falls meeting, which have been floating in the Saratoga air since Friday list hat if the Tilden men had carried the expected resolution pledging all to accept the result of the convention in good faith, Mr. Kelly and his friends would have "bolted" from the meeting of the committee, and would have called another convention. What delightful visions of fun for Republicans does that bright dream of two Democratic tickets in the field conjure up ! But it was only a dream.

dream of two Democratic tickets in the field conjure up! But it was only a dream.

THE HREFRESSIBLE LIGUTENANT-GOVERNOR.

Mr. Dorsheimer flits to and fro between Saratoga and New-York. He seems to find this place especially attractive when Mr. Kelly is here, and the communings of these choice and kindred spirits are periodical. Mr. Dorsheimer, like the convert in a camp-meeting, tainks he has a hope. It is not probable that Mr. Kelly agrees with him. Tammany braves generally think that Mr. Dorsheimer's chances of the nomination for which he pants would have been much better if his mouth had been stitched up early in the season. The "long talk" hurt him, and his pitiful plaint about Mr. Itiden's failure to pay his expenses at St. Louis has not done him any good. And now to cap the climax a mess of twaddle about Mr. Tilden's age and diet and physical weakness is credited to him in an interview published in the West. Mr. Dorsheimer is understood to deny having had any such interview published in the West. Mr. Dorsheimer is understood to deny having had any such interview, but to have admitted that he talked over such matters privately with his friends. Mr. Tilden's head here read as such stuff must pat his pedometer with its record of miles traversed in healthful exercise each day, and reflect that at least one Tammany Philistine is committing suicide with the weapon that Samson used to slay a thousand adversarie.

THE ROBBERS OF THE GRAVE.

A TALK WITH MRS, STEWART'S PHYSICIAN. MRS. STEWART AND JUDGE HILTON IN PERFECT AC-CORD-ATTEMPTS TO NEGOTIATE FOR THE RE-TURN OF THE BODY FROM MANY SOURCES-NO PLEDGE OF IMMUNITY TO BE GIVEN. IBY TELEGRAPH TO THE TRIBUNE.

SARATOGA, Aug. 19 .- Dr. John C. Minor, Mrs. Stewart's physician, was called upon at the Grand Union Hotel this evening, and inquiry was made if he had any information which he was willing to give to the public in regard to the efforts to recover the body of the late A. T. Stewart, Dr. Minor is a man rather under middle age, quiet and alert in conversation, and polished and pleasant in manner. He said that he did not care to add anything to the letter published in The Tribune today. Whatever information he possessed came to him in his capacity as family physician, and he was not at liberty to disclose it. Moreover, he had not sought to inform himself, as he preferred to be able to plead a lack of knowledge in answer to the inquiries of friends. He would say, however, that Mrs. Stewart had felt very keenly the injustice done Judge Hilton in the report that he had deceived her and induced her to believe that the body had been recovered. She had entire confidence in Judge Hilton, who had kept her fully acquainted with every step in the case which she desired to know. She felt also the injustice to herself in the idea that she could be so weak as to be so easily deceived as this report claimed. She therefore de-

Dr. Minor would say little more about the case, but in the course of conversation it was learned that Judge Hilton had received many communications from persons representing the thieves. They at first demanded \$2,500,000 for the return of the at first demanded \$2,500,000 for the return of the body, but finally reduced their demands, step by step, to \$200,000. Gen. Jones had been only one of several persons through whom letters had come from the grave-robbers. Every effort had been made to trace these communications and to get at the original sources. The Montreal clew, or supposed clew, had been thoroughly examined without result. It was not now believed that the body had ever been taken to Montreal. It was thought likely that it might now not be far from New-York. A great amount of money and an immense amount of labor and time had been spent in tracing every possible elew, in going over an immense amount of labor and time had been spent in tracing every possible clew, in going over every bit of ground that afforded the faintest promise of success. In these investigations it had been found that several men now of reputable position in New-York, were connected with the robbers. Their names might yet be disclosed, and would startle the community. Propositions had been made to Judge Hilton to go to various places in the State, where it was promised the body would be delivered. In fact, there had been proffers, suggestions and negotiations of the most varied and remarkable sort; but Judge Hilton had no disposition to pay for the return of the body without the arrest of the criminals. The robbers had tried in every way to bring him to their terms, but he was inflexible. They were holding out, and he was helding out; and in patience, persistence and determination he was more than a match

nce and determination he was more than a match for them.

Dr. Minor said he believed that neither Judge Hitton nor Mrs. Stewart would ever consent to the terms of the grave-robbers. The Judge showed no inclination, at present, he thought, to pay more than \$25,000 for the return of the body, and would than \$25,000 for the return of the body, and would not compromise at any price in the way of promising immunity to the criminals. Dr. Minor said he knew nothing about Dr. Carney's detective work, and very little about Dr. Carney humself. He did not know where Dr. Carney had gone. He himself was inclined to take a hopeful view of the case, and to believe that the body would yet be recovered, and the criminals be brough; to justice, but he admitted that he had no special knowledge of recent progress made in the case to establish a firm foundation for such a belief.

FATAL AFFRAY IN NEVADA.

SAN FRANCISCO, Aug. 19 .- A dispatch from Eureka, Nev., says: The coal war has broken out afresh. A sherid's posse attacked the coal ranche at Fish Creek between sundows and dark last evening, hany snots were fired. Five Italians were killed and six were badly wounded. Several prisoners were taken. The sheriff's party numbered nine neet, none of whom were injured. The messenger asserts that they were confronted by 100 Italians, all well arcaed.

TELEGRAPHIC NOTES.

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NEW COTTON AT VICKSBURG.

VICKSBURG, Miss., Aug. 19.—The first bale of new colion was received here yesterday. It was classed low middling, and sold for 15 cents per pound.

THE FIRST BALE OF COTTON.

HELENA, Ark., Aug. 19.—The first bale of new cotton was received to day, and sold for \$100, and, then for warded to the St. Louis Marchanie Exchange to be sold for the benefit of the Memphis yellow lever sufferess.

THE MACKEREL FISHERY A FAILURE

GLOUCESIER, Mass., Aug. 19.—Advices from Collector Balson, who is crusing in the Bay of St. Lawrence, represent that mackerel fishing in the Bay of St. Lawrence, represent that mackerel fishing to the bost the business a complete shure. Many firms are going out of the business.

THE CANAL TRAPFIC

ALBANY, N. Y. Aug. 19.—The receipts from tells
in the capacition August 8 to 14 inclusive, 1878, were \$25,
toll 88; 1879, same period, \$38, 600-28. Total tons carried,
r. m. August 5 to 14 inclusive, 1878, 183,040; 1879, 189,372.

are \$380.000; indirect, \$380.000; asacts, \$280.000.

THE ILLINOIS SPRING WHEAT ORDP.

CHICAGO, Aug. 10.—Advance-sheets of the forthcoming August crop report of the Department of Agricalture, snow that the total acreage of Spring wheat in Illinois
tins year is 303,786, giving an average yield per acre of eleven
bushels. The total yield is 3.388,460 bushels. At an average
price per bushel of 7810 cents, the value of the crop is \$4,
003,882.

GENERAL FOREIGN NEWS. THE FATAL DESCENT OF THE MATTERHORN

ENGLAND PREPARES TO SEND OVER THE ATHLETES -GENERAL IGNATIONS AGAIN IN PAVOR. Dr. Mosely, it appears, had safely accomplished the ascent of the Matterhorn, and was at a restingplace on his return when he unfortunately lost his life. Ten English athletes have been selected to compete with members of the New-York Athletic Ciub. General Ignatieff, who has been in comparative retirement, succeeds General Todleben as Governor of Odessa.

THE SAD FATE OF DR. MOSELY.

London, Tuesday, Auc. 19, 1879. Regarding the accident to William O. Mosely, jr., a young Boston physician, whose death while descending the Matterhorn, was announced by telegraph from Zermatt, Switzerland, on the 15th just the Geneva correspondent of The Times writes as fol

Dr. Mosely had safely accompilated the ascent of the Matterborn. On returning, and when near the cabin which is used as a resting place, he loosened himself from the rope uniting him to his companions. He had hardly done so when he made a false step, ust his footing, and glided rapidly down the steep lee alope, making frantic efforts to stop himself by grasping at ordesting rocks. The next moment he disappeared over the precipies, failing on the glader opposite Riffel, between Hoernii and the St. Theedule Pass, where the body lies, consuderly strumed of clothing by the grandity of its completely stripped of clothing by the rapidity of its lessent. The body can be distinctly seen from below, ying on a protecting ledge of ice. An expedition for the recovery of the body was to start on Saturday mera-

HOW OUR RELATIONS WITH ENGLAND STAND, Loxbon, Tuesday, Aug. 16, 1879.

In an editorial article to-day The Times says :

The desirability of baving this long standing dispute between England and America settled is as great now as in 1871. The entente between them has been perceptibly strengthened since the Treaty of Washington, and it is only to be regretied that that treaty did not settle the fisheries question as effectually as it did the Sar Juan boundary, and the Alabama claims. We owe it to our American ectiones that the question of money value in respect to the inshere should not be lightly reopened, and, indeed, according to the precedent already conceded, if will rest with their parliaments to say whether a renewal of the lease, on any terms, is to be granted. But there is no reason to believe that an international convention on the subject would meet with serious objections, either on the part of the Imperial or Colonial Governments, provided the question was dealt with in its entirety and not merely a revision of the recent arbitration at Hailfax attempted.

THE ATHLETES WHO ARE COMING. London, Thursday, Aug. 14, 1879.

The Secretary of the London Athletic Club has furnished the names of the following persons se-lected by him as the best men from the twenty-eight amateur athletes who have offered to compete with the New-York Athletic Club, viz: Mr. Bell, the quarter New-York Athletic Club, vizi Mr. Ball, the quarter mile runner; Mr. George, the one mile and four mile champion; Mr. Hazenwood, the hair-mile champion; Mr. Massey, of the London Athletic Club; Mr. Venn, tae seven mile walker; Mr. Allan, the short distance runner; Mr. Warbutton, a runner; Mr. Shaw, the hundred yards runner; Mr. Strachan, of the London Athletic Club, the high jumper and hurdle jumper, and Mr. Squires, the winner of the thirty miles walking and sixty miles "go as you please" contests.

DE LESSEPS SENDS OUT ENGINEERS. LONDON, Wednesday, Aug. 20, 1879

The Paris correspondent of The Telegraph announces that M. De Lesseps has sent to Central America several expert engineers, including M. Donoreaux, whose works on the Dannbe and at Antwerp are well known, to examine the plans of the Panama Canal and to ascertain the probable expense of building it.

THE BARRIE REGATTA.

BARRIE, Ont., Aug. 19 .- The weather was fine for the second day of the regatta, but the crowd was not so large as yesterday. The principal race was in professional single sculls. Plaisted, Elliott, Hosmer, McKen and Berry (colord) started. Plaisted made several attempts to pass Hosmer on either side, but the inter headed him of. Plaisted soungot tired of this, and kept beaind Hosmer to the finish. When he rowed over to the referee's boat at asked, "Do you call that a fairrace i" Mr. Schreiber, the referee, asked it he protested, and Plaisted replied "Yes." The judges reserved their decision. Hosmer crossed the line about a length abend of Plaisted i McKen third, Elliott fourth and Berly firth. Time, 28:21. The judges subsequently gave Plaisted first money on a foul.

THE INTERNATIONAL CRICKET MATCH. OTTAWA, Ont., Aug. 19 .- In the International Cricket match, which began here this morning, the Canadians scored 85, and the Americans 108 in their first innings. In their second innings the Canadians scored 77 for nine wickets, when the stumps were drawn. Play will be resumed in the morning.

FOREIGN NOTES.

LONDON, Tuesday, Aug. 19, 1879. General Ignation will shortly replace General Todle pen as Governor-General of Odessa, and General Tod-oben will become Governor-General of Poissal. A Vienna dispatch to The Times confirms the report that preparatory measures for the occupation of Novi-Burar are being taken. The Duke of Wurtemburg has sent troops to the frontier. The Divitto announced that a recent meeting of the

Cardinals at which the Pope was present, discussed a proposal to mak the Italian Government to restore the Pantheon to the Holy Sec. General Garibaidi's condition has improved.

EXCITEMENT AT FALL RIVER.

GRORGE S. DURFEE ARRESTED-PAINE A FUGITIVE. FALL RIRER, Mass., Aug. 19.-George S. Durfee, ex-Treasurer of the Mechanical rant charging him with the embezziement of \$35,000 from that mill. It is not known whether the order of arrest was made by the directors of the mill, or by the District Attorney. Desperate off ats are being made to secure ball, which is fixed at \$35,000, but so far all applications therefor have been unsuccessful.

Pame, the defaulting treasurer of the American Lines.

False, the defaulting treasurer of the American Lines Mill, has left Fall River, and his whereabouts are at present unknown. It is now feared that his defaulation is much greater than heretofore reported, and that he has been pursuing a dishonest course for several years past. A warrant for his arrest was issued to night at the instigation of directors of the mill. The events of the day have produced intense excitement in this city.

THE RAILWAY COMMITTEE AT SARATOGA.

PRESIDENT JEWETT TO BE EXAMINED TO-DAY. SARATOGA, Aug. 19 .- The Assembly Comnittee which is engaged in the investigation of railroad affairs, and of which Mr. Hepburn is chairman, will begin its work in Saratoga to-morrow with the examina-tion of President Jewett, of the Eric. The committee will probably be in session here for ten days, and Mr. Vanderbilt and other leading railway men will give

testimony. THE GRAND LODGE OF ODD-FELLOWS.

ELMIRA, N. Y., Aug. 19 .- Five hundred delegates are in attendance at the Grand Lodge of Odd-Fellows. The grand officers elected for the ensuing year are as follows:

from Master—Peter H. Jobes, of New-York.

Deputy Grand Master—William I. Cornweil, of Cayuga.

Grand Secretary—Charles V. Clark, of New-York.

Grand Treasurer—James Goodwin, of New-York.

MORE CALIFORNIA NOMINATIONS.

SAN FRANCISCO, Aug. 19 .- The Democrate have nominated Judge David 8. Terry for Attorney-General, vice J. O. Hamilton, declined. The Honorable Bilks have indorsed the nomination of W. B. G. Keller, the workingmen's candidate for member of the State Board of Equalization, for the Second District, Vice Crutcher, declined.